Naish Will Succeed McNarney As Convair President

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SAN DIEGO, POMONA AND ANTELOPE VALLEY, CALIFORNIA DAINGERFIELD AND FORT WORTH, TEXAS

CHANGE OF COMMAND—Gen. Joseph T. McNarney, left, president of Convair since March of 1952, congratulates his successor in Convair's top post, John V. (Jack) Naish. Latter has served as executive vice president for more than five years.

New President Also Senior VP For Dynamics

J. V. Naish will succeed Gen. Joseph T. McNarney April 1 as president of Convair Division of General Dynamics Corporation.

His election was announced last week by Frank Pace, president of General Dynamics, following a Board of Directors meeting in San Diego.

Naish, who has been Convair executive vice president since 1952, also was named a senior vice president of General Dynamics. He will continue as a member of the Dynamics board of management.

"Jack Naish is uniquely qualified to head the Convair Division," Pace said. The new Convair president has held senior executive positions in the fields of aircraft manufacturing, procurement, contracts and sales. An earlier career gave him extensive experience in corporate finance.

General McNarney, 64, retires as Convair president and Dynamics senior vice president, but Convair and General Dynamics will continue to benefit from "his remarkable military experience and planning competence" through his activities as a consultant and member of the board of directors, Pace said.

According to McNarney, he and Naish have collaborated as a close-knit team in leading Convair over the past six years, and because of this close collaboration Naish's election assures continuation of the progressive management and stability characteristic of Convair over this period.

Naish's task will be the direction of many of the nation's most important defense projects: the Atlas intercontinental ballistic missile, the Terrier anti-aircraft missile, the B-58 Hustler supersonic bomber and the F-102 and F-106 supersonic all-weather interceptors. Also receiving his close attention will be the Convair Model 880 commercial jet transport, fastest of the new airliners.

Naish was born in New York City July 12, 1907, and is a graduate of Fordham University (where he last year received an honorary doctorate of laws). For the first five years of his business career, he worked in the New York Stock Exchange as an executive assistant. He then joined a New York investment firm as a commodity specialist and security analyst.

His studies of industry kindled

(Continued on Page 2)

Cost Reduction Award Goes to Palmdale Man

(Picture on Page 2)

Francis N. Gagnon of San Diego Division and George C. Lang of Astronautics are recipients of the 1957 "President's Award" for their respective divisions.

The awards are symbolic of the highest honors paid annually for cost reduction activities.

Convair President Joseph T. McNarney made the presentations during the February Convair SD Management Club meeting last week at the El Cortez Hotel.

In his presentation, McNarney traced cost reduction activities within each division for the past year and singled out the individual efforts of Lang and Gagnon for their outstanding efforts on behalf of the program.

"Cost reduction is a duty to every man and woman at Convair, if we are to retain our company's position in a highly competitive business," McNarney said.

Gagnon, a Dept. 321 (Palmdale) foreman, and Lang, a Dept. 758 supervisor, received engraved plaques, plus purchase certificates for gifts of their choice. In addition, their names were added to perpetual plaques presented to Division Managers J. R. Dempsey of Astro and B. F. Coggan of San Diego by McNarney. Gagnon's name is the fourth on the SD plaque, while Lang's is the first for Astro.

San Diego Division had 21 men qualifying for the award this year. Their combined savings for the company totaled $1,422,955. Astro had six candidates who accounted for a combined savings of $468,756 last year.

Robert C. Tait, president of Stromberg-Carlson, was the principal speaker. J. V. Naish, Convair's executive vice president, served as master of ceremonies. Special guests included members of the General Dynamics Corporation Management Board, plus local representatives of Stromberg-Carlson.

Blood Credit 'In Red' Again

Solicitations begin next week for blood donors to help erase an "in the red" situation that has occurred in the Convair San Diego blood program.

Employees working in Bldgs. 2, 3, 8, 14, 16, 32 and 33 are being signed up to give blood March 20.

The blood program, which provides blood without cost to employees or members of their immediate families, has enjoyed several months of normal operation, thanks largely to above average donations in December and January at Plant 2 and all engineering functions.

Volunteers then supplied more than the 125 pints necessary to operate each month with adequate reserves. However, only 77 pints were collected in February which will likely leave the program some 40 pints in debit by March 20.

"We hope to attract more volunteers than usual this month to ease the situation," said Frank Pickard of employee services.

Sea Routes Considered For 440 Tooling Shift

Convair San Diego this week scanned land, sea and air routes east as it prepared for the transfer of Model 440 tooling to Canadair, Ltd. of Montreal, Canada, in what may become the largest tooling transfer Convair ever made.

The international exchange recalls the shift of the B-36 modification program from Fort Worth to San Diego in 1950. However, the current move overshadows that project and will near the two-million-pound mark before it is completed.

Originating in San Diego and terminating in Montreal, the shipments will include a major part of the production facilities for the Convair 440 transport. On the receiving end will be Canadair, a General Dynamics Corporation subsidy, which plans to manufacture a turboprop version of the famed Convair transport.

Already on order with Canadair are 10 airplanes for the Royal Canadian Air Forces, designated the CL-66. Canadair hopes to attract commercial customers for the 326 mph (cruise speed) transport to be known as the Canadian "Cosmopolitan."

At San Diego, where the final Convair 440 rolled off production lines last week, plans for the transfer are rapidly taking shape.

B. F. Coggan, SD manager, has

(Continued on Page 2)

ADC to Send F-102As To Niagara Falls

Thirty civic leaders from Niagara Falls, N.Y., are the latest to take part in the joint Convair-Air Defense Command tour. They were in San Diego Monday (March 3).

The tour, which includes visits to ADC headquarters in Colorado Springs as well as to the F-102A assembly line in San Diego, precedes assignments of F-102As to a community. The Convair-built interceptors will soon take up defense posts at the Niagara Falls Municipal Airport.

Astronautics Personnel to Aid In Air Force Missile Training

First personnel are being assigned to a new Astronautics Division activity which will be located at Cooke Air Force Base near Lompoc, Calif.

By winter about 400 will be stationed there. The task is to establish criteria for ICBM missile complexes, integrate installation of ground support equipment, checkout complexes and train AF operating personnel.

Mortimer Rosenbaum, Astronautics chief engineer, said it will be several months before buildup of the Convair staff at Cooke starts. However, W. F. Miller, who has been manager of Convair operations at Edwards Rocket Base, has been appointed manager of Convair operations at Cooke. K. W. Jeremiah, who has been chief test conductor for Astro at the AF Missile Test Center in Florida, will succeed Miller at Edwards.

Another appointment to the Cooke operation is that of H. C. Medearis, chief of operations support for Cooke (Dept. 576). He has been general foreman in Astro major assembly since April, 1956, and has been with Convair since December, 1941.

Miller has been manager at ERB since January, 1956, when he joined Convair. He has been active in engineering since leaving the University of Washington in 1936, ten years of which were with Boeing.

Jeremiah is a 1939 graduate of University of Oklahoma, me-

(Continued on Page 2)

B-58 ARRIVAL—This was scene at Edwards AFB last month when B-58 Hustler arrived there to begin Air Force Phase IV testing. Approximately a score of Convair Fort Worth men are now at Edwards to conduct maintenance, etc. Tests will supply data for Pilot's Handbook and AF operating instructions.

RON CHURCH OFF TO SOUTH PACIFIC

Convair San Diego's photographic laboratory has lost one photographer to a private underwater filming expedition and gained another who recently completed a horse-drawn covered wagon tour of Europe.

Ron Church departs soon aboard the 61-foot ketch "Chiriqui" for a year and a half cruise of the South Pacific. He and six others will produce a major motion picture and a TV series on underwater life along the Mexican coast and as far across the Pacific as Tahiti.

Pete Autio, a Finnish-born veteran of 18 years of photography work, joined the company after five years with North American. During his career, he has shot pictures for the U.S. Army and the Civil Service. He and his German-born wife toured Europe from September through January in a one-horse covered wagon, shooting extensive film coverage.

TYPICAL—Literally hundreds of Convair SD families have thankfully benefited from the Convair Blood Credit since it was organized, over six years ago. One family, chosen at random, is that of Daniel Cruz, a member of engineering's "foreign legion" who came to SD from Mexico. Here is his story:

Convair Blood Program Benefiting Thousands

Nearly 10,000 pints of blood have been donated at San Diego to the Convair credit at the Blood Bank, and have been released to Convair families in need, since the program began in 1951.

This amounts to a savings of nearly a quarter of a million dollars that employees otherwise would have had to pay. (The base charge for blood is $25 a pint, plus a service charge of $9. Those benefiting by the Convair blood credit pay only the service charge.)

The average call upon the Convair blood credit is 2½ pints, though up to five will be released per disability.

An estimated 3,800 individuals have received Convair blood over the years!

Procedure in obtaining the release of blood is this: telephone ext. 1245, Plant 1, (Katie Buleca of employee services) AFTER a Convair employee or wife or dependent has received a transfusion, giving name and department, etc. No blood can be released until AFTER the San Diego Blood Bank has supplied blood and submitted a bill.

Blood donations are voluntary, but employees were reminded that there is no way of knowing when they or their families will require the services of the program. When solicited, donors sign up and receive an appointment time. In the past, one of the biggest difficulties in the program has been the large number (20 to 25 per cent) who have signed up but failed to show. Another is that many fail to heed the requirement NOT to eat or drink cream or milk during the four-hour period prior to their appointments. These cannot be accepted as donors.

Files of the Convair Employees Blood Program contain thousands of cases in which Convair blood was released to families in urgent need.

Taken at random, but typical, is that of Daniel Cruz, a member of SD engineering's "foreign legion" of alien engineers. Not long after moving from Mexico to San Diego Cruz underwent a tonsilectomy. What usually is simple surgery turned into a serious affair when hemorrhages developed. He needed five pints before recovering.

"I am sure I speak for many more Convair families, who have been helped as we were, in extending thanks to the unselfish donors," Cruz said. "At the time we needed blood, my wife was expecting our third child and finances were close. The $125 the blood program saved us was a very big help."

Astro Production to Continue Despite Shift to New Plant

Convair Astronautics is expecting no slowdown or curtailments, even temporarily, of Atlas missile production schedules as a result of forthcoming shifts of equipment and personnel into the new Kearny Mesa plant site.

The move is set to begin this weekend (March 7). It will extend eventually through most of the summer months.

By the end of March over 2,000 office workers are expected to be at the new site. Subsequent moves will see practically all but direct factory workers relocated by late May. Factory employees are scheduled to begin moving around June 1.

Astronautics has worked out some exacting schedules to insure continued production despite the transfer of employees and equipment. Parts and sub-assembly backlogs are being built up to supply normal operations while relocation is in progress, W. L. Young, Astronautics manager of operations, indicated.

Installation of new machinery in the factory building at the new site has been progressing, even though construction is not complete, W. J. Stanley, Astro's chief plant engineer, said.

"Our present manufacturing facilities at Plant 1 constitute only about half of what we will have available ultimately at the new site," Stanley said. "Much new equipment, machinery, etc., is arriving daily or being taken out of storage and installed in the new manufacturing building.

"This equipment is being prepared for use during relocation of machinery now in use at Plant 1," Stanley added.

Most services are scheduled to begin Monday (March 10) at the new site. The dining room area in the cafeteria will serve food brought in from Plant 1 kitchens. Mail, telephone, teletype and Western Union service will be available. Parking lots will be open, along with four pedestrian gates.

Astro's transportation unit will operate half-hour bus service between the site and Plant 1. Service from Plant 1 is on the hour in the morning and on the half-hour after lunch. Return service is on the half-hour in the mornings and on the hour after lunch.

One interim move for about 165 employees is in prospect for the first week in April. Part of the customer support group now in Bldg. 8 will move at that time to the Mallen Bldg. on El Cajon Blvd.

CON-TRIB TO HELP FLORIDA HOSPITAL

A donation of $100 has been approved by Astronautics Con-Trib-Club at Patrick AFMTC, Fla., to help with the purchase of necessary medical equipment for the Wuesthoff Memorial Hospital.

★ Convairiety ★

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SD Editorial Offices, Building 32, Plant 1, ext. 1071. Staff: Bryan Weickersheimmer, news editor; Grayce Fath, Helen Pemberton.

FW Editorial Offices, Col. 71-C, ext. 8245. Mailing address: Convairiety, Convair, Fort Worth, Texas. Telephone PErshing 8-7311. Staff: Bob Vollmer, news editor; Horace Craig, Bobbie Sue Marr.

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Antelope Valley Editorial Offices, Room 31, Bldg. 301B, Palmdale, ext. 337. Staff: Betty Lou Nash.

Sea Routes Considered For 440 Tooling Shift

(Continued from Page 1)

assigned full responsibility for the project to W. J. Dewey of master planning.

Miller Smith will be the local representative for Canadair.

A series of high-level meetings between Convair and Canadair continues as final legal and technical details of the program are ironed out.

One phase of the agreement calls for the immediate acquisition of two Convair 440s by Canadair. These airplanes were flown away from San Diego last week. They will be converted to executive interiors and turned over to the RCAF for temporary use.

While the bulk of the 440 tooling will go to Canada, equipment for production of control surfaces (ailerons, flaps, rudders, etc.) will be retained. These items will be fabricated at San Diego's Plant 1 and shipped to Canada. Also to be retained are sufficient tools to allow Convair to meet forecasted spares production.

Canadair has established an ambitious program calling for tooling on the program to begin late this month, fabrication by June and full production by mid-1959.

Toward that end, Convair is making every effort to expedite transfer of such items as engineering data and plans. Some of these will go via air. Other transportation media will be utilized as items are readied with due consideration given to sea transportation via the Panama Canal and St. Lawrence River when the latter is clear of ice.

Power plants for the new Canadair transport will be Eland-6, produced in England by D. Napier and Son, Ltd. This firm has gained extensive experience in flying a converted Convair 340. Pacific Airmotive of Los Angeles is currently converting a Convair 440 for Napier power plants.

Naish Will Succeed McNarney As President of Convair April 1

(Continued from Page 1)

an interest in the West Coast, and he moved to Los Angeles in 1938 to open his own investment firm.

The day after the Pearl Harbor attack in 1941, he closed his office and went to work at Northrop Aircraft, Inc., as a mechanic on the wing line.

In five years, he was works manager for the entire company.

He joined Consolidated Vultee in September, 1949, in the dual post of corporate director of contracts and San Diego manager of contracts. Less than a year later he was elected vice president of contracts.

On Dec. 12, 1952, Naish became executive vice president, and he retained that position when Convair was merged into General Dynamics on April 30, 1954. Naish was elected to the Dynamics board of directors and served until April, 1957, when he was named to the corporation's board of management.

McNarney joined Consolidated Vultee as president and director on March 3, 1952, after more than 36 years' service with the U. S. Army and Air Force. When Convair was merged into General Dynamics, he was elected a senior vice president and director of the corporation.

Rain Suspends Desert Flying

Convair Palmdale flight operations experienced a material slowdown during recent heavy rains which flooded streets in many areas and caused a shut-down of Antelope Valley schools.

Rainfall during the two-day storm Feb. 20-21 varied from 2.79 inches at Lake Hughes to little more than half inch on the eastside. U. S. Air Force Plant 42, site of Convair Palmdale facility, was not as hard hit as many areas with just .82 inches recorded, but overcast skies on top of the rain caused cancellation of most flights. Surrounding mountain areas were covered with snow.

The unfavorable weather conditions resulted in suspension of some flight line activities on both days.

During the height of the storm Thursday (Feb. 20) eight Army H-21 Vertol helicopters, unable to make their way through Tejon Pass, landed at Palmdale to refuel and wait out the storm.

Astronautics Personnel to Aid In Air Force Missile Training

(Continued from Page 1)

chanical engineering, and joined Convair in 1940 at the old Vultee Field division. In 1955, as a senior design engineer, he transferred to the Atlas program as a flight test group engineer.

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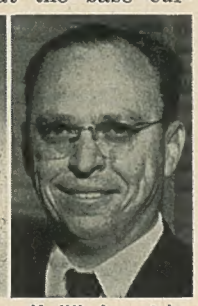
Cooke Air Force Base is located near the coast, north of Lompoc, Calif. It covers 63,000 acres. The entire military reservation includes 86,000.

Cooke is home for the 1st Missile Division, activated Sept. 11, 1957, under the Strategic Air Command, the first unit of this kind in the Air Force. The division has overall supervision of the AF's ballistic missile training program and is responsible for initial operational capability. Maj. Gen. David Wade took command under SAC Jan. 1, 1958.

Currently the 1st Missile Division includes the 672nd strategic missile squadron, using the Thor (IRBM), which was activated Jan. 1, 1958; and the 864th strategic missile squadron, using the Jupiter (IRBM), activated Jan. 15. Two more squadrons will be activated April 1 at Cooke. Both will be ICBM units.

The Air Force reported that Cooke will be chiefly a training base for missile personnel. Military strength at the base currently is about 1,200 but eventually will top 6,000.

W. F. Miller



K. W. Jeremiah

Squadrons trained at Cooke will go on to Francis E. Warren AFB, Cheyenne, Wyo. and other operational missile sites as they become available. SAC assumed command of Warren AFB Feb. 1, 1958 in a move to accelerate the AF's missile program and bring the ICBM into operational use. It will be the nation's first ICBM operational base.

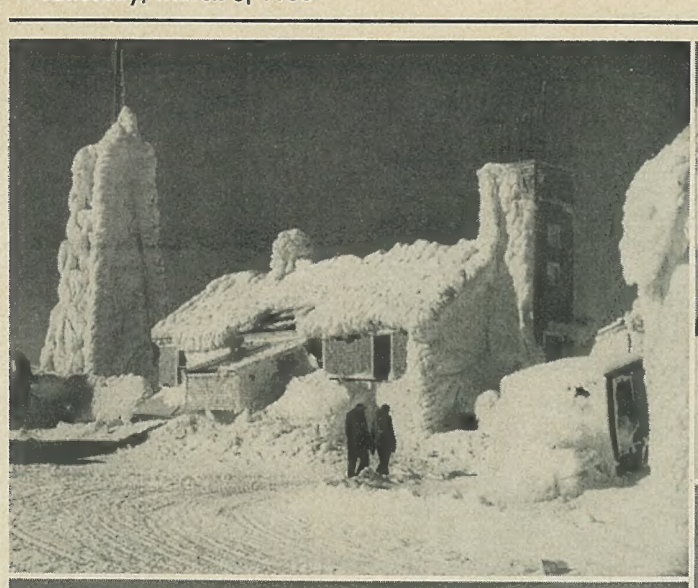
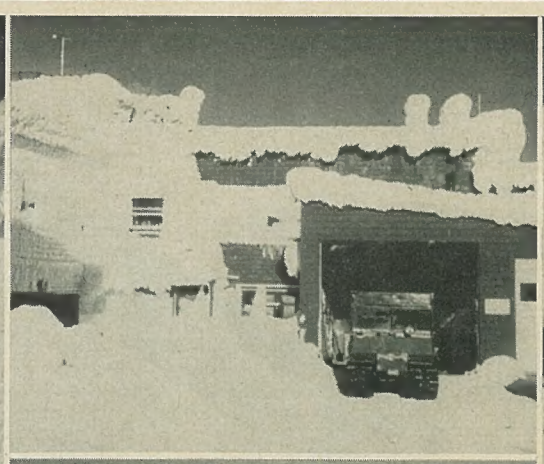
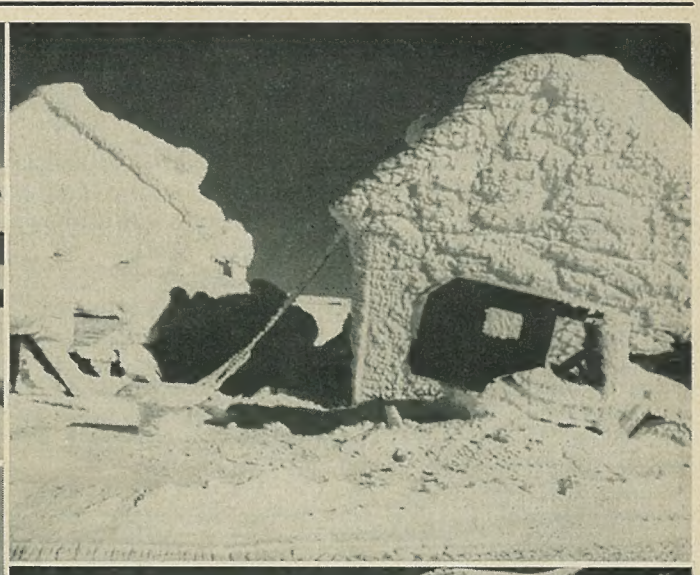
Less than a year ago a $100 million construction program began at Cooke to provide facilities for training personnel in firing IRBMs and ICBMs. Construction of launch pads, guidance tracking stations and bunker-type control rooms is already well advanced. An $11 million Capehart on-base housing project includes 880 individual homes, the first of which are scheduled for occupancy soon.

TOPS WITH CIPS—Joseph T. McNarney, center, presents President's Awards to F. N. Gagon, left, of Palmdale, and G. C. Lang of Astronautics.

IAS Ramp Visitors

Convair San Diego played host Feb. 18 to more than 100 members of the Institute of Aeronautical Sciences and their guests at various testing facilities on the seaplane ramp.

Guests viewed operations of the 300-foot towing basin, fuels systems laboratory and the acoustic laboratory.

ICE CUBES, ANYONE?—Scenes above give some indication of weather atop Mt. Washington, N.H., where cold weather tests on 880 jet engines are in progress. Weather there is reputed to be nation's worst. Ice-coated buildings across top house weather station, dormitory and test equipment. "Weasel," lower left, is used for winter transportation. Evan Ogden of SD engineering is pictured in foul weather gear. Lower right is view of test building with jet exhaust protruding. Convair SD has six men at site conducting five-week test. Winds of up to 231 mph have been recorded at this chilly "winter resort."

Jet 880's Engines Run Amid Ice and Snow And Hurricane Winds

Mt. Washington, N.H., where test runs with the Convair 880's jet engines started last month, is reputed to have the nation's worst weather.

At least a dozen Convair San Diego men will attest this fact.

Six Convair men are at the site at present, headed by J. A. Brown, senior thermodynamics engineer. D. W. Pletcher, W. W. Lovelace and R. B. Mortensen of engineering and R. W. Thomas and Fred Keltner of experimental factory round out the crew.

Current tests, expected to last about five weeks, are being made to determine the capabilities of the 880's power plants under extreme weather conditions. In use is a bell-mouth test stand erected in a test building which can be opened at both ends during tests (**Convairiety**, Aug. 21, 1957). Checks are being made on anti-icing systems and other components by allowing freezing winds to flow into and around the engine mounted within the stand.

Known as the Aeronautical Icing Research Laboratories, the installation is operated for the Air Force by a private firm. Convair men have performed tests there on the R3Y transport, the F-102A and F-106A interceptors and the 880.

Mt. Washington is about 130 miles north of Boston near the Canadian border. The test site is situated on a rocky, barren peak 6,288 feet above sea level. For eight months of the year it is accessible only by "weasels" and "sno-cats." Supplies, food and test equipment are stored during the months the roads are passable to heavy equipment. Convair men located their equipment there last September.

Winds at the peak reach hurricane force (75 mph) at some time every month of the year. However, wind velocities of up to 231 mph have been recorded, the highest ever noted on earth. Snow measures 177 inches annually with March the peak month. Clouds form about the peak 65 per cent of the time, adding moisture which quickly freezes on contact with the smallest surface, creating grotesque shapes and patterns.

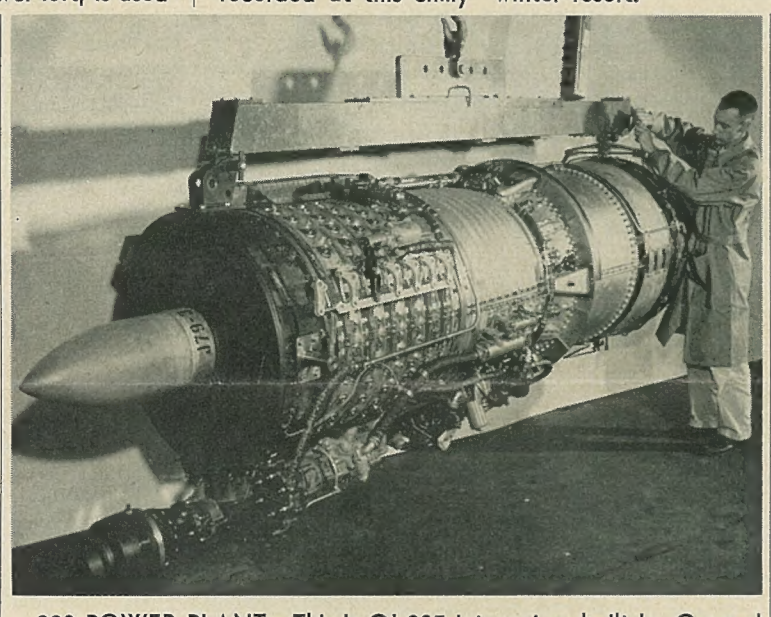
Inhabitants during the test season include only those performing tests, plus a token force to serve them. There is also a small weather station. Life is confined to the test buildings, a dormitory and the weather station. Spare hours are whiled away watching TV, listening to the radio, reading or playing cards.

Vic Hudson, thermo group engineer, reports life at the site is rugged. Foul weather gear must be worn at all times. Movement in the gale-like winds is difficult and it is often necessary to crawl from one point to another. Equipment can only be moved manually and the danger of winds whipping away protective clothing is always paramount.

"But food is good and the men find time passes quickly," Hudson said. "Naturally, a high point once or twice each week is the arrival of the snow vehicles from below with mail and new arrivals."

Convair men reach the site in a round-about way. They fly to Boston, take a train to Conway, N.H., a taxi to the mountain base and the snow vehicles the eight miles to the summit.

"It often takes longer for the last 30 miles than it does for the first 2,000," Hudson said.



880 POWER PLANT—This is CJ-805 jet engine, built by General Electric. It will power Convair's jet 880.

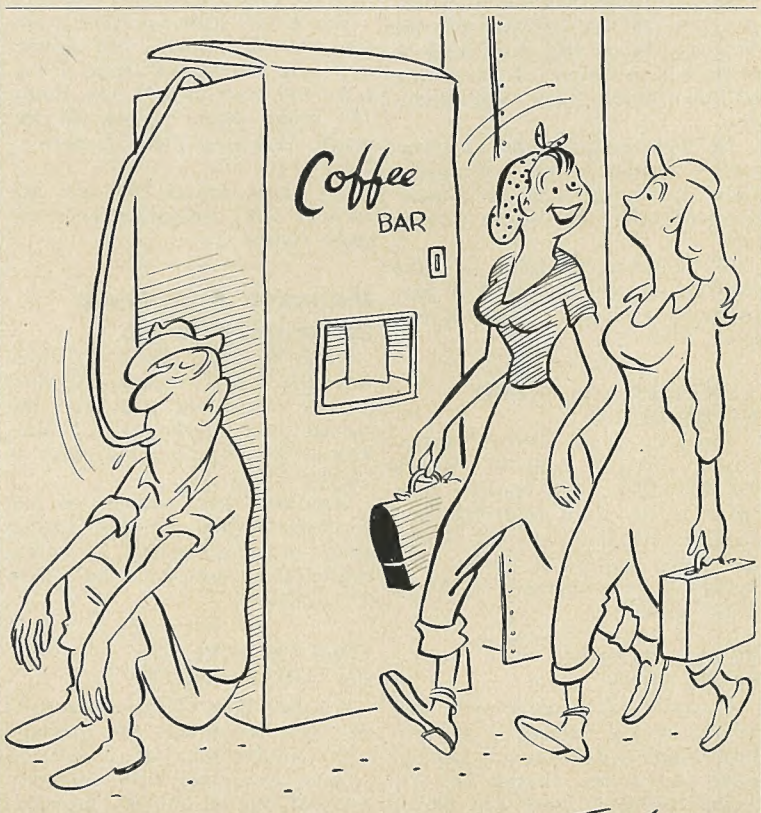
SD Autos With Out-of-State Tags To Be Ticketed Starting April 1

Convair autoists at San Diego whose cars bear out-of-state licenses were warned this week that a survey will commence April 1 to round up those illegally using non-California plates.

California State Motor Vehicle Director Paul Mason indicated that parking lots would be checked in the vicinity of Convair plants and all cars bearing out-of-state plates would be ticketed, requiring the owners to appear. Legally, individuals accepting employment in California are permitted to continue to use out-of-state plates only until they expire, after which owners must obtain California plates. It is not lawful to renew the out-of-state licenses thereafter.

"Anyone who has followed a practice of renewing his registration outside of California, after his out-of-state license has expired, may be subject to penalties for each year he has failed to obtain a California registration, and additionally may be subject to arrest and fine," Mason said.

Frank Merritt, SD chief of industrial security, advised all drivers of cars not licensed in California to contact a Department of Motor Vehicles office to determine their status. The main office is at 310 Cedar in San Diego. There are others in Chula Vista, La Mesa, Escondido, Oceanside.



"Have you heard about Ernie's amazing coffee discovery?"

'Personal Touch' to Bid Draws Laugh

Never underestimate the power of a woman's name.

A firm seeking to do business with Convair recently addressed a letter to: "Bid Control, Attention Miss Rose Canyon."

(As most people at San Diego know, Rose Canyon is the geographical location of the SD materials depot.)

CJ-805 TURBOJET ENDS 1,000-HOUR ENDURANCE TESTS

A successful 1,000-hour operational endurance test on the CJ-805 turbojet engine destined to power Convair's 880 jet transport was completed recently by General Electric.

Simulating 600 individual airline flights ranging from 375 to 1,235 miles long, the tests lasted four months. Conditions were set up to give the engine the most severe endurance checks possible, with frequent starting and stopping.

The CJ-805 is the commercial version of GE's military J-79 which has proved highly effective on the Convair B-58 supersonic bomber as well as other Air Force and Navy aircraft.

Equipped with a thrust reverser (for braking) and a sound suppression unit which will reduce noise level to that of a conventional four-engine aircraft, the CJ-805 is rated in the 10,000-pound thrust class.

The Convair 880 will be equipped with four of these engines mounted in pods below the wings.

Modern QC Concept Symposium Theme

"Modern Concepts in Quality Control" is the theme of the third annual quality control symposium to be held March 15 at Dan D. Rogers Hall, Texas Christian University, Fort Worth.

The symposium is sponsored jointly by the Dallas-Fort Worth section, American Society for Quality Control, and TCU's School of Business. J. Y. McClure of Convair Fort Worth is national treasurer of ASQC. Other officers from Convair Fort Worth are, D. B. Tallon, vice chairman of the local chapter; Eugenia R. Wingfield, treasurer; and J. L. Coburn, director.

"That was fun! Now teach me how to hunt . . ."

Visiting German Military Men Briefed on Convair F-102, F-106

Convair San Diego is producing at least two types of aircraft capable of fitting nicely into plans for rebuilding the new West German Luftwaffe (Air Force).

This was clear last month when seven top Luftwaffe officials, including Lt. Gen. Joseph Kammhuber, chief of staff, conferred in San Diego with Convair President Joseph T. McNarney and ranking company officials.

During the two-day visit the Germans viewed Convair's production facilities for the F-102A and the F-106A interceptors. They talked of modern air defense problems involving all-weather interceptors. Also discussed was the possibility of acquiring Convair 440 transports for executive use in Germany.

H. J. Richardson, Convair Air Force requirements engineer and a frequent visitor to West Germany, participated.

Richardson this week outlined three major problems facing the German air defense system. First, because the country is comparatively small, a defense aircraft must find its target quickly and without fail. Second, heavy overcast blankets the country half of each year, limiting the use of aircraft that rely heavily on visual sightings before firing of weapons. Third, the present Luftwaffe is having trouble attracting career personnel with its out-dated jets and transports.

"We feel that Convair interceptors will help solve each of these problems," Richardson said. "And the 440 is ideal for the heavy-duty, short haul operations they have in mind.

"West Germany has American dollars available to buy," Richardson added. "They are making exacting evaluations of several aircraft produced in America. When they make a choice, a quantity purchase will likely follow.

"Too, as a nation, they are interested in starting their aircraft production again. In addition to aircraft procurement, they may be interested in obtaining manufacturing rights and tooling for this purpose," Richardson said.

Passing Years

These two Convair men received 25-year emblems recently at San Diego. At left is R. K. Whitney, Dept. 6-51, senior design engineer. At right is John Doig, Dept. 15, chief of parts sales.

SOME JOB, THIS—Fred H. Harwood of Convair SD's experimental factory was first of CRA Astronomers to complete work on a home-made telescope. He did project himself (with Mrs. Harwood assisting), including grinding of eight-inch mirror and construction of intricate leveling and sighting devices. Other members have telescopes in various stages of completion.

Log Book Entries

Promotions

SAN DIEGO

Promotions and transfers to supervision effective Feb. 17:

Dept. 15, Customer Service: To service parts provisioning supervisor, R. F. Campbell. To service parts administration supervisor, W. T. Elliott, C. F. Jessup, G. R. Sibley Jr. To service parts administration asst. supervisor, J. W. Ensign Jr., F. J. Kennie. To service parts provisioning asst. supervisor, T. P. Hargarten, L. N. Kenyon. To service parts general supervisor, W. N. Liddle, J. E. May, H. E. Wolfe.

Dept. 97, Data Processing: To EDP programming supervisor, J. J. Cope, J. J. Kelly. To tabulating asst. supervisor, J. K. Gaston, L. G. Mauseth. To EDP programming general supervisor, G. R. Jacob.

Dept. 115, Machine Shop: To asst. foreman, W. H. Hand, W. Sileneck.

Dept. 190, Manufacturing Development and Process Specifications: To manufacturing development asst. supervisor, C. G. Farnsworth.

ASTRONAUTICS

Dept. 120, Communication: To asst. supervisor graphic reproduction, W. A. Costello.

Dept. 181, Methods & Layout: To asst. supervisor factory methods, W. W. Hanna, C. C. Harper. To supervisor factory methods, H. L. Williamson.

Dept. 193, Industrial Accounting: To timekeeping asst. supervisor, J. R. Paulson.

Dept. 214, Stores & Traffic: To GFE asst. supervisor, W. W. Stockton Jr.

Dept. 401, Tool Planning & Work Control: To tooling asst. supervisor, G. J. Bourke.

Dept. 402, Tool Design: To tooling asst. supervisor, I. K. Raney.

Dept. 510-3, Engineering–Model 7 Support Systems Office: To asst. project engineer, L. T. Cheung.

Dept. 531, Engineering–Design: To asst. design group engineer, T. Proppe.

Dept. 573, Convair Operations–Sycamore: To chief of industrial relations, J. N. Mattson.

Dept. 758, Major Assembly: To general foreman, L. Ely.

COOKE AFB

Dept. 576, Convair Operations–Cooke AFB: To chief of operations support–CAFB, H. C. Medearis.

PATRICK AFMTC

Dept. 571, Convair Operations–AFMTC: To office services asst. supervisor, J. L. Crandell. To manufacturing control asst. foreman, C. W. Marshall, V. C. Pippin.

Deaths

SAN DIEGO

ARELLANO—Dimas, Dept. 25-9. Died Feb. 22. Survived by two sons, Adon and Dimas Jr.; one grandchild; two brothers and a sister.

FINCH—H. F., Dept. 31. Died Feb. 14. Survived by wife, Angela M.

RUSH—James H., Dept. 101. Died Feb. 25. Survived by wife, Nellie.

ASTRONAUTICS

McNALLY—William J., AF inspector. Died Feb. 20. Survived by mother, four sisters and two brothers.

Lost & Found

LOST—Lady's pearl and blue sapphire ring with yellow gold mounting, Feb. 25 in Bldg. 33 restroom. Call Shirley Bamford, Dept. 270, ext. 1096, Plant 1.

Personals

SAN DIEGO

My sincere appreciation goes to the many Convair friends for the cards and flowers which meant so much to my wife during her recent hospitalization.

Michael Delva, Dept. 8-3

Service Emblems

SAN DIEGO

The following service emblems are due during the period March 1 through March 15:

Thirty-year: Dept. 102, Leo Niemet.

Twenty-five-year: Dept. 6-51, R. K. Whitney (due 2-20-58); Dept. 15, John Doig (due 2-25-58).

Twenty-year: Dept. 233, E. M. McJoyner.

Fifteen-year: Dept. 1-31, C. K. Evancho; Dept. 1-34, J. F. Hopkins; Dept. 3, Dorothy R. Chesler, Mary R. Hardy; Dept. 6, Bruce Graham, J. B. Harter, Mary C. Todd; Dept. 25, James McMinn.

Dept. 31, Daniel Cervantes; Dept. 91, E. K. Park; Dept. 101, H. M. Bursch; Dept. 188, W. C. Jones; Dept. 232, M. C. Sullens; Dept. 267, M. R. Davis; Dept. 288, T. R. Fowler, F. A. Klukas.

Ten-year: Dept. 6, Raymond Adamczyk, O. R. Collier, Minnie C. Fain, C. G. Franklin, W. W. Frase, D. L. Hobart; Dept. 14, Ruth S. Pearsall; Dept. 15, Thelma D. Luckett; Dept. 31, M. L. McCrerey (due 12-22-55, military leave), R. S. Mendoza, J. R. Skimin.

Dept. 101, Zella M. Lape; Dept. 180, Mike Rios; Dept. 201, C. H. Peponis; Dept. 204, E. J. Martin; Dept. 205, Amanda D. Stackhouse; Dept. 230, Olive C. Phillips; Dept. 231, J. W. Choate.

Dept. 233, A. H. Lopez; Dept. 267, Gladys W. Hover; Dept. 288 Bertha C. Edmondson, A. H. Wiebe; Dept. 292, C. E. Quinton, E. L. Riehm; Dept. 400, O. A. Wahlsten; Dept. 403, E. J. Cusack; Dept. 600, J. L. Browning, R. D. Nowka.

ASTRONAUTICS

Twenty-year: Dept. 401, J. J. Zamiska.

Fifteen-year: Dept. 194, H. E. Johnson; Dept. 532, F. L. Costa; Dept. 771, C. H. Holler.

Ten-year: Dept. 192, Betty Ann Moore; Dept. 401, Harry Nisbet; Dept. 541, R. A. Frey.

Births

SAN DIEGO

BLEAKLY—Son, Scott Robert, 8 lbs., 1½ oz., born Feb. 9 to Mr. and Mrs. D. M. Bleakly, Dept. 6.

COOK—Son, Terrell Dean, 8 lbs., 15½ oz., born Feb. 1 to Mr. and Mrs. S. G. Cook, Dept. 97.

CRUZ—Son, Sigfried, 8 lbs., 8 oz., born Jan. 16 to Mr. and Mrs. D. R. Cruz, Dept. 6.

HARTSELL—Son, Stephen David, 7 lbs., 11 oz., born Feb. 21 to Mr. and Mrs. J. D. Hartsell, Dept. 400-1.

HELTMACH—Son, Paul Richard, 6 lbs., 14 oz., born Feb. 16 to Mr. and Mrs. R. A. Heltmach, Dept. 6.

MARTIN—Son, Kim Robert, 7 lbs., 4 oz., born Feb. 20 to Mr. and Mrs. Robert F. Martin, Dept. 6. Mother, Elaine Martin, formerly in Depts. 70 and 212.

MILLER—Son, James Arthur, 6 lbs., 1 oz., born Feb. 4 to Mr. and Mrs. V. A. Miller, Dept. 403.

SCHMITTER — Daughter, Geraldine Faye, 5 lbs., 11½ oz., born Feb. 1 to Mr. and Mrs. H. R. Schmitter, Dept. 25-9.

ASTRONAUTICS

LAWLER—Daughter, Christine Frances, 8 lbs., 12½ oz., born Dec. 28 to Mr. and Mrs. Charles E. Lawler, Dept. 573-3.

SMITH—Son, Ray M., 8 lbs., 11 oz., born Dec. 19 to Mr. and Mrs. Frank Smith, Dept. 214-2.

SMITH—Daughter, Karen Lee, 7 lbs., 6½ oz., born Dec. 31 to Mr. and Mrs. L. B. Smith, Dept. 573-3.

WARD—Daughter, Diana Elizabeth, 8 lbs., 14 oz., born Jan. 31 to Mr. and Mrs. J. J. Ward, Dept. 521-2.

Rohr and Convair SD Archers Deadlocked

Convair SD's team of 28 archers matched Rohr's bow and arrow experts point for point to end the first annual Aircraft Competitive Shoot in a draw, 7-7.

Plans for a repeat between the two company teams at the Convair range are now under consideration by club officers with shoot date to be announced. Because of the enthusiastic response to the first competition, championship shoots matching Convair Archery Club with other SD plant teams may be set up on a semi-annual basis, said Gil Crosthwaite, CRA commissioner.

Ballots are now in the hands of all Convair archery members with announcement of new club officers to be made at the March 9 meeting, 7:30 p.m., CRA Clubhouse.

Oliver a Repeater With Double Win

Russ Oliver (Dept. 131-1) repeated his double win at Convair SD Pistol Club matches Feb. 23, taking the master class of the .22 police course by 294 score and shooting a 287 to win the center fire national event.

R. R. Perrone of Dept. 15 was first in expert class; Harry Mixon (Dept. 31), sharpshooter; and his wife, Carmen, marksman. B. L. Broadway of Dept. 603 was runner-up in the national match.

"Interest in pistol shooting is increasing steadily," said Ash Bishop, CRA commissioner, "with many excellent shots joining our ranks."

Skate Club to Make Big Bear Expedition

Reservations for the next weekend trip of the Convair SD Ice Skating Club to Big Bear must be made before March 14, according to Bud Davies, CRA commissioner.

Headquarters will be at Paramount Lodge with accommodations starting at $3.50 per person. Transportation will be by private cars.

All members planning to make the trip, or wishing rides or passengers, may call Davies at ext. 2158, Plant 1.

AFMTC BLOOD CREDIT GIVEN BOOST

Blood credit at Convair Astronautics off-site base at Patrick AFMTC, Fla., was boosted to a total of 51 pints following last month's bloodmobile visit. Of the 32 pints collected during the drive, 21 were donated by Dept. 571-3 personnel.

TABLE TENNIS TEAM WINS

Convair SD's team won top trophy in the Industrial Recreation Council's table tennis tournament, A League, ending Feb. 24. Team members were Joe Gross, Mike Rosenthal, Dick Smith, John Nichols, and Lucky Sawamura.

Renovation of Pool Delays Swim Nights

First Convair SD swim night will be postponed a month, until April 5, because of delay in renovation of the Mission Beach Plunge, said Pete Beyrer, CRA commissioner.

Originally scheduled for this weekend, the monthly Convair family swims will begin the first Saturday of April and continue each month thereafter throughout the season, 7 to 9:30 p.m. Free admission tickets will be available the last week in March at employee services, both plants.

Rockhounds to Join With Rohr and Ryan

Rockhounds from Convair, Rohr, and Ryan will join forces for a search for geodes, jasper, and agate specimens at Picacho in the Yuma area this weekend, March 8-9.

Signs on the highway from Winterhaven will point out the road to Picacho where an overnight camp will be set up Saturday. Maps and information may be obtained from Dan Whorton, CRA commissioner, ext. 665, Plant 1.

In charge of field trip arrangements are H. C. Leppart (Dept. 5) and Ralph Phillippi (Dept. 6), co-chairmen.

All interested Convair SD and Astro people are urged to join in the outing, whether they belong to the club or not, said Whorton.

Bus Routes Serving Astro Site Changed

Starting times for three Metropolitan bus routes to serve the new Astronautics plant site beginning March 10 (**Convairiety**, Feb. 19, 1958) have been changed.

Route "D" from La Jolla to the site via Clairemont will depart at 7 a.m. Route "G" from downtown will start at 7:15 a.m. Route "J" from Ocean Beach to the plant via Linda Vista departs at 7 a.m.

All buses depart the new site at 5:15 p.m., returning over the same routes.

Mancuso Runner-up In Soaring Meet

Duke Mancuso (Dept. 6), Convair SD glider expert, finished in the runner-up spot for the second year in the annual Mid-Winter Soaring Championships at Torrey Pines.

Mancuso was winner of the aerobatic trophy and totaled 163.2 points in overall events, 7.2 points behind the champion, Paul Bikle of Lancaster.

COIN CLUB PLANS BIRTHDAY PARTY

Convair Coin Club members at SD will celebrate the group's sixth anniversary at a potluck supper complete with birthday cake at the March 18 meeting, Hearing Aid Bldg., 3843 Herbert St. Everyone is urged to attend.

'All-Convair' Dance Planned

Convair SD's "Hoedowners" are polishing their "Ps and Qs" this week as they prepare to host the fifth annual "All Convair Square Dance Jamboree" March 22 at the American Legion Hall on Fairmount Ave.

Visitors will include six to eight squares from Convair Pomona traveling to the party via chartered buses, plus another four squares from the Antelope Valley, coming down via private cars.

Co-commissioners P. E. Liggett and Marty Stutz indicated this week that plans for the festivities have been under way for some time. Feminine members of the "Hoedowners" will add a personal touch to the refreshments when they prepare home-made pastries.

Dancing gets under way at 8 p.m. to the music of the H and H Tune Twisters. As many as 15 different callers, some from each of the participating groups, are expected to take part.

The Hoedowners will station guides in Mission Valley to help the visitors find the shortest and quickest route to the party, Stutz said.

This is the fifth year the exchange dances have been held between San Diego and Pomona. Antelope Valley is taking part for the first time.

Volleyball League Being Considered

A managers' meeting to organize a volleyball league at Convair SD has been called for tomorrow (March 6), 5 p.m., in the CRA Clubhouse, announced Pete Beyrer, CRA commissioner.

First league play will open the following week, said Beyrer, with tourney games scheduled for the next two or three months. Individual CRA awards will go to the top plant team, and if team entries warrant, Convair Recreation Association jackets will be given winning players. Officials will be on hand to referee all games.

Any SD or Astro department interested in fielding a team is urged to appoint a representative to attend the organizational meeting or contact Beyrer at ext. 1245, Plant 1. Dept. 8 was last year's volleyball tourney winner.

Over 70 Apply For Club Scholarship

Processing of more than 80 entries in two major scholarship programs at San Diego is under way.

Over 70 boys and girls have filed applications for the Convair SD Management Club scholarship, according to B. H. White, committee chairman.

Meanwhile, San Diego Division had received six and Astronautics three applications to the annual Convair sons undergraduate scholarship program late last week on the eve of the close of entries.

Les Craig Wins Day Shift Table Tennis

Les Craig (Dept. 573) was the winner and Tony Gutierrez (Dept. 266) the runner-up in the day shift table tennis event for February, staged Feb. 25 at CRA Clubhouse.

Swing shift honors went to Lee Majel (Dept. 271), with Jule Robinson (Dept. 214) the runner-up. Play continues each month toward naming the top players of the year. Next competition will be staged March 25 for both shifts.

CONVAIR WOMEN CAGERS BATTLE TOWARD TOP

Convair women cagers end league play tomorrow (March 6) when they meet runner-up team, Toe Stubbers, in a bid for a second-spot tie. Convair girls swept their last three games—Rohr, 51-19; Vets, 29-23; and Foulouts, 42-22. They are entered for the first time in the Navy Invitational Tournament, March 7-8-9.

CRA Sports & Recreation Convairiety

Tool Mfg. Wins Plant Loop Basketball Title

Tool Manufacturing won the Convair SD plant league title, Convair copped the City loop crown and two Convair teams are still in contention for the Industrial "A" title as the current cage season nears its end.

Tool Manufacturing, kingpins of the Friday shop league, won two straight play-off games from Flite, Wednesday loop champs for the plant title. The tooling five won the initial game 46-38 then turned on the steam for a 61-31 second game victory and the title.

Convair, winner of the first round in the City league, broke a second round tie with Ryan with a 75-63 victory to gain an undisputed league title.

The Convair Eagles won the first half of Industrial "A" play, but bowed in the second half to a Convair Manufacturing Control team by a single point, 44-43. The Rohr Jets tripped Manufacturing Control, 42-40, to remain unbeaten going into this week's play. Monday night (March 3) the Eagles and Rohr met. A victory by the Eagles would result in a three-way play-off for the second round title. The winner of this round will then meet the Eagles (by virtue of their first round win) for the league title.

A post-season tournament between local league champions will begin in the near future to determine entries in the annual Southern California Municipal tournament later this month. Convair is assured of at least one entry, possibly two.

Astro Pair Top Diego Rallye

Bill Rector and George Blondin, both of Astro engineering, swept a field of 205 sports cars to nab top honors in the Don Diego Rallye, staged by the SD Sports Car Club.

Representing the Convair SD club, Rector and Blondin drove their Austin-Healey over the 250-mile course with total error of but 39 seconds.

Eighty-seven entries, including nine cars from the Antelope Valley club, competed in five classes at the recent Convair Sports Car gymkhana at Del Mar Fairgrounds.

Convair trophy winners were: Class 1 (1600 c.c. and under)—Bill Newberry of Dept. 6, second; Warren Goetze (Dept. 22), third. Class 2 (1600-3000 c.c.)—Bud Parsons (Dept. 101), first; Bill Rector (Dept. 595-1), third. Class 3 (over 3000 c.c.)—Skip Carpenter (Dept. 6), first; George Kendall (Dept. 532-2), second.

Elaine Tucker of Dept. 6 took the trophy for the women's division.

Artists Will Meet Every Other Wed.

The Convair Artists Association at SD has set up a regular meeting schedule for every other Wednesday night, announced Gil Crosthwaite, CRA commissioner.

Election of officers is slated for tonight (March 5) in the Convair art studio at Spanish Village, Balboa Park, 8 p.m.

Art shows and classes for children and adults will be included in the club's program for the year.

A weekly class in life drawing will be offered all Convair artists, if enough interest is shown, said Crosthwaite. Registration may be made by calling the CRA office, ext. 1245, Plant 1.

Pogorel Now Commissioner

Convair SD Riding Club has been divided into two sections with C. L. Pogorel named new co-commissioner of activities and Marc Beresford continuing as CRA commissioner in charge of instruction, announced J. K. Field, chief of employee services.

C. L. Pogorel

Pogorel, who served as club president for 1957, will direct organized monthly and yearly horse shows, trail rides, breakfast rides, and other Riding Club events. Beresford will assume direct responsibility for the expanded riding instruction program for the group's combined membership of approximately 290 riders.

Although Pogorel has been an active club member only during the last year, he has been closely affiliated with the riding group's activities during the five years his teenage daughter, Phyllis Ann, has been a member. Besides acting as president, he was in complete charge of promotion for last summer's National Horse Show.

A native of Illinois, Pogorel joined Convair in 1939 and, since 1955, has been general foreman of tool manufacturing, Plant 2.

BEST FOOT FORWARD—Pamela Rice, center (daughter of Elaine Jorgenson, Dept. 450), Allison Aguilar (daughter of J. M. Aguilar, Dept. 3) and Suzette Martino (daughter of A. J. Martino, Dept. 406), small fry models, listen to instructions of Edith Antelline (kneeling), coordinator of CRA style show to be held in the Palm Room, Grant Hotel, March 12. Picking up pointers are other Convair girls, and Convair daughters, who will also model spring fashions.

95 Five-Man Teams Enter Keg Tourney

Seventeenth annual Convair SD Championship bowling tournament got under way last weekend with 475 entries, largest number ever fielded in the top keg event of the year, said Jim Hayman and Mike Brooks, CRA co-commissioners.

Ninety-five teams of five men each participated in the the opening weekend. The next two weekends, March 8-9 and 15-16 will see 190 doubles teams and 380 singles toppling the pins in tight competition at Pacific Recreation.

SD Boat Builders Aid in Construction

Potential boat builders at Convair San Diego who can spare a few hours on Saturdays are being sought to help erect new steel and wooden frame structures for CRA's boat building activity at Gillespie Field.

Volunteers are putting together the new manufacturing site for boats between 8 a.m. and 5 p.m. each Saturday adjacent to the CRA Gun Club range. Those turning out to assist in the project are being given preference positions on the boat building lists.

Actual work on the 16-foot boat program was slated to begin last Saturday (March 1). Frank Cary and Frank O'Connor are directing the efforts. Trial runs and testing of the 21-foot model is about 80 per cent complete, according to Richard Anglin. Tom Driver heads the group working on the sail boat project.

HAWBAKER PRESIDENT OF CAMERA CLUB

Jack Hawbaker of Astronautics engineering is new president of the Convair SD Camera Club following recent election of 1958 officers. Walter Alcaraz was chosen vice president, and Al Bennett, secretary-treasurer.

Pint-Sized Entry Outclasses Big Rivals in Model Contest

Pint-sized entry of Dennis Davis, Dept. 756, outflew model planes twice as large to wing its way to first place in the Convair SD Aeromodelers' first open monthly meet Feb. 23.

The Blazer kit model powered by a Cox Pee-Wee engine unconventionally mounted forward of the wing totaled 9 minutes, 3 seconds, more than any other entry in the gas-powered flight.

Hal Blubaugh's entry stayed aloft 8:22 min. for second place, and Gary Witt won third with his plane's time of 8:10 min.

In the rubber-powered class, George Howard's model plane was first with 5:11 min. total flying time, and Fudo Takagi's entry, second, at 4:36 min.

Between 15 and 20 models competed in the first regular monthly flight with 11 contestants chalking up official flights of 40 seconds and over. Youngest contestant, eight-year-old Randy Loveland, kept his entry in the air 43 seconds.

Next scheduled event in the new program of open meets will be March 23 at 8 a.m. at the Kearny Mesa site with results compared with records of a model flight held that same day in England, said Jim Saftig, CRA commissioner.

Henderson Will Give Pointers on Dahlias

With dahlia planting time at hand, Convair SD Garden Club members will get pointers on tuber separation, planting, and care from dahlia expert, Everett Henderson, at the March 12 meeting, 7:30 p.m., Floral Assoc. Bldg., Balboa Park.

Prize tubers are given by the Henderson Dahlia Gardens to all new club members and their sponsors.

Members will hold a round-table discussion and question and answer period on all phases of gardening, said E. L. Zimmerman, CRA commissioner. A color travelogue also will be shown.

FISH CLUB PLANS POTLUCK MEAL

Members of the Convair SD Tropical Fish Club will gather for a 6:30 p.m. potluck supper Tuesday (March 11) in the CRA Clubhouse. Movies and a fish raffle will be held and door prizes given.

Spring Fun Show Set for Sunday

First spring Fun Show of the CRA Riding Club at SD is set for next Sunday (March 9) at the Polo Grounds in Mission Valley, C. L. Pogorel, new co-commissioner, reminded this week.

Riding group members of all ages are urged to turn out in full force for the 11 a.m. show which will include Western and English style riding, and novelty horsemanship during the gymkhana. Fourteen events will be scheduled.

Spectators are welcome without admission charge.

Riding fans who wish to register for the events, or those able to assist with the show in any way, are asked to contact Pogorel at ext. 691 or 750, Plant 2.

CRA Calendar

(Convair Recreation Association has some 40 activities in operation. For information call CRA headquarters, ext. 1245, Plant 1.)

★ ★ ★

ARCHERY—Election of officers March 9, CRA Clubhouse, 7:30 p.m.

ART CLUB—Election tonight (March 5), 8 p.m., Spanish Village, Balboa Park.

CAMERA CLUB — Meeting March 10, 7:30 p.m., Photo Arts Bldg., Balboa Park. George Le Suer will show color transparencies of world tour.

COIN CLUB—Potluck supper, March 18, Hearing Aid Bldg., 3843 Herbert St.

FISHING—Annual fish fry and dance, Veterans' War Memorial Bldg., March 22.

GARDEN CLUB — Meeting March 12, 7:30 p.m., Floral Assoc. Bldg., Balboa Park.

GOLF—CGC Sweepstakes, Flying Hills, March 15-16. Register before March 12 at exts. 218 or 382, Plant 2.

MOVIES — Free CRA movies each Friday, 7 p.m., CRA Clubhouse. March 7—"Black Shield of Falwôrth." March 14—"Never Give a Sucker an Even Break."

Reduced-price movies each Friday night at Academy Theater, 3721 University Ave. March 7—"Loving You" and "James Dean Story."

Each Wednesday night at Abalee Theater, National City. Adults, 25c; children, 10c.

RIDING — Fun Show, Polo Grounds, Mission Valley, Sunday (March 9). Call C. L. Pogorel, exts. 691 or 750, Plant 2.

ROCKHOUNDS — Weekend field trip to Picacho, March 8-9.

SQUARE DANCING—All-Convair dance festival, March 22.

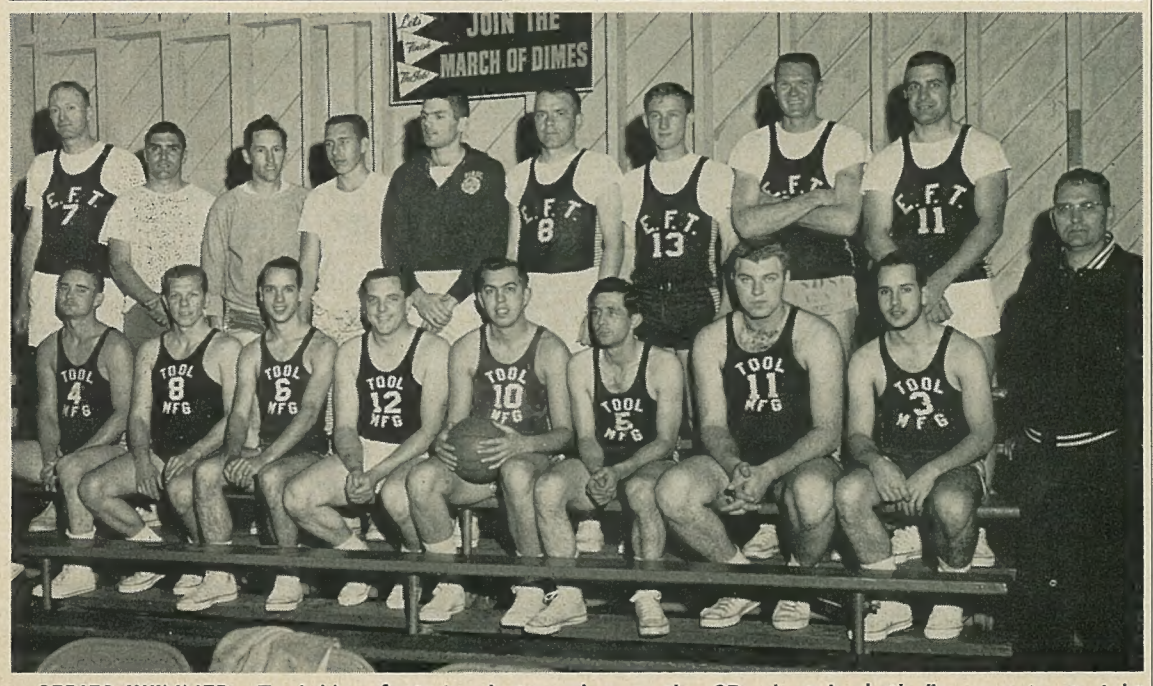
SWIMMING — First family night at M.B. Plunge postponed to April 5.

TENNIS — Weekend practice sessions, Saturday and Sunday, at Morley Field and Balboa Tennis Club courts.

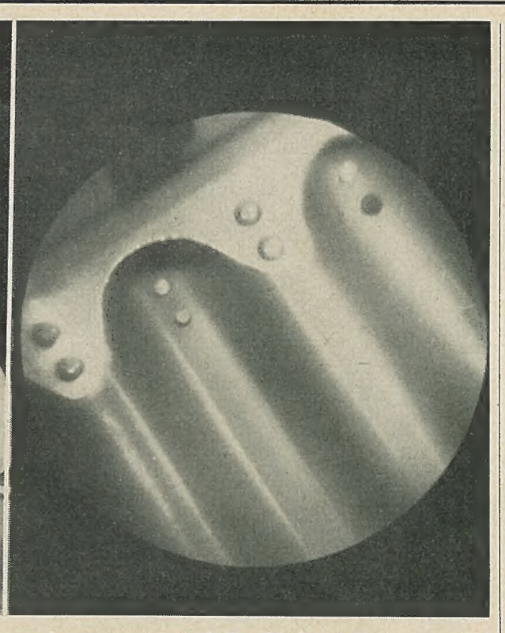
TROPICAL FISH CLUB—Potluck, March 11, 6:30 p.m., CRA Clubhouse.

VOLLEYBALL — Managers' meeting tomorrow (March 6), CRA Clubhouse, 5 p.m.

WOMEN'S ACTIVITIES—Spring Fashion Show, March 12, U. S. Grant Hotel, 8 p.m. Tickets on sale at employee services, both plants.



SERIES WINNER—Tool Manufacturing last week won the SD plant basketball crown in straight games from Flite, the Wednesday league champions.



PEEKING—V. D. Palmer of FW's wing design group uses borescope and "cold lights" to inspect fuel tanks of B-58. At right above is actual photo taken inside wing using tiny camera operated through "soda straw."

New Technique Permits Close Inspection Inside B-58's Wing Fuel Tanks

Engineers at Convair Fort Worth have taken a tip from the medical profession for a way to inspect the sealed-tight insides of the B-58's delta wing.

They have adapted the principle of the doctor's gastroscope (introduced via the patient's throat to give a view of the stomach) and the bronchoscope (which provides a close look at tissue inside the lungs).

The new development is called a borescope. About the size of a soda straw, it can be inserted into the B-58 wing through a bolt hole. Other "soda straws" supply light.

Frank W. Davis, Convair FW chief engineer, got the original idea while in a doctor's office. He wondered to himself if the medical "periscopes" could be adapted for use in hard-to-get-at areas in the Hustler's wings. V. D. Palmer of wing design was detailed to investigate and develop a new technique.

Palmer visited local medical clinics and laboratories and reported that though no existing equipment would work the principle was good. He then contacted medical instrument manufacturers explaining the need for a viewer and a means of introducing powerful light, bright enough to see by and even to take photographs.

Experimental model borescopes were produced by a New York firm, American Cystroscope Makers, and by Plummer and Kershaw of Philadelphia.

The precision-built viewers contain an internal lens system. The eyepiece gives a greatly magnified view. The lens is so small that it can be covered by the lead in a blunt pointed pencil.

Never before had a borescope of such a length been constructed in diameters so small.

"Our big problem still was how to get enough light inside the wing to be able to use the viewers," said Palmer.

Medical scopes are built to see areas just inches away from the scope's lens. Very little light is needed. Thus the medical scopes require only a tiny bulb.

"But we would be looking inside fuel tanks," Palmer explained. "We could not risk the possibility of a broken bulb. We had to have a light source outside the tank—but one that could be 'piped' inside."

The Plummer and Kershaw firm used reflectors, condensing lenses, a hemispherical prism and a light-conducting quartz rod to put together a satisfactory light.

The instrument reflects light from a 50-watt bulb. Condensing lenses focus it to the end of the quartz rod. From the end of the rod, other lenses and a prism shine it where it's needed.

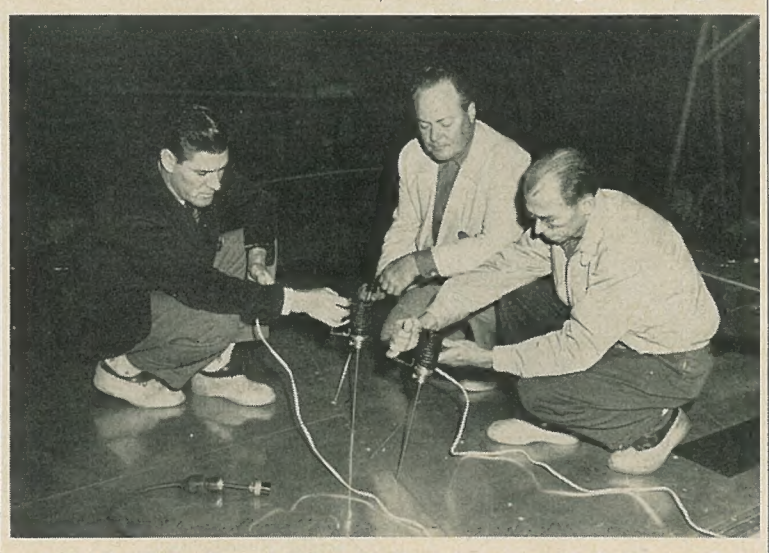
Convair Fort Worth now had .198-inch diameter tools for inspection. After each few hours of supersonic flight, engineers simply remove a few bolts in the wing, lower the lights and viewers, and begin taking an inside look.

As a refinement, Palmer attacked the problem of photographing via the scopes.

Working with Bill Williams of flight test photo he now has developed a workable technique resulting in photos which can be circulated among engineers.

There seems to be no end to the bolt-hole possibilities. Palmer worked with Darrell Miller, Frank Vileta and L. C. Strange to come up with a "spray gun attachment" to dye-check cracks. In this manner they can determine whether a questionable line is merely a scratch—or a crack.

If it turns out to be a crack, the wing design group may soon supply a way to fix it—through a bolt hole. They are now working on a flexible drill for use in stop drill operations.



APPARATUS—Darrel Miller, V. D. Palmer and L. C. Strage demonstrate equipment used in regular inspection of B-58 fuel tanks. Viewer is inserted through bolt hole. "Cold light" is introduced through other holes.

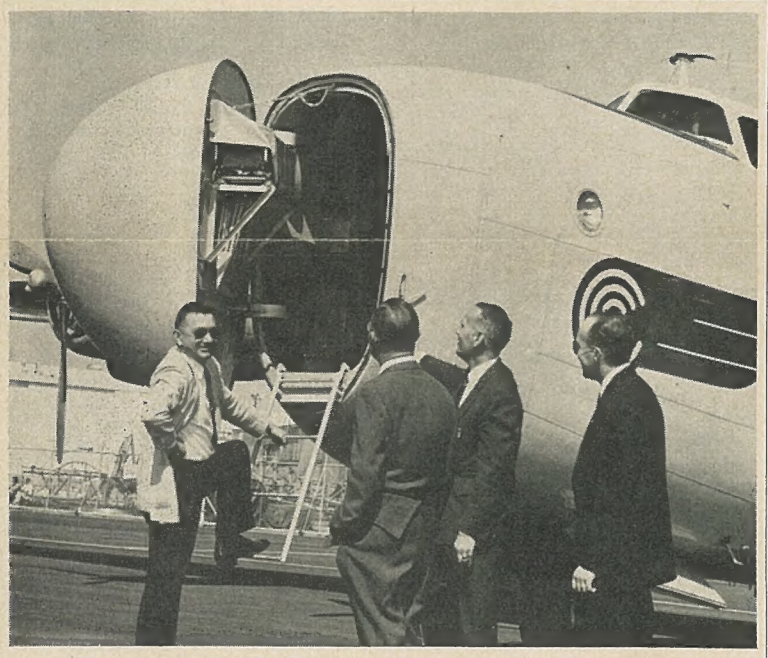
Brightly Painted F-106B Arrives At Edwards After Truck Trek

Convair's engineering flight test center at Edwards Air Force Base last week received its first F-106B, two-place version of the F-106A now in the midst of an extensive flight test program there.

The F-106B is designed to carry two persons, one seated behind the other in a tandem arrangement. This is in contrast to the TF-102A which carries two in side-by-side seats.

The initial F-106B made its first trip via truck, departing San Diego Feb. 26, halting overnight at March Air Force Base at Riverside, then continuing on to Edwards AFB the following day. Convair sent along its usual security force for such treks.

Factory completed in January, the two-seated interceptor spent some time in experimental factory for instrumentation and fuel calibration. It also received there a bright fluorescent orange paint job to identify it as a flight test airplane. Following this work it was in field operations for about one week.



MEMORIES—Converted B-24, one of few still flying, paid brief visit to San Diego last month. Looking over radar and baggage installation in nose compartment are, left to right, B. B. Heath, pilot; J. L. Kelley and R. I. Morse of Convair, and John Kincaid, flight engineer. Ship is executive transport for Continental Can Co.

'Old 927,' Wartime B-24 That Flew as Transport, Returns to San Diego Carrying General Clay

An "old friend" in the form of a much-traveled B-24 returned to a scene of former glory briefly late last month when it parked for a few hours outside Convair San Diego's security fences.

Scores of Convair employees viewed the visitor, but few recognized it as an airplane closer to Convair than thousands of similar ships turned out during World War II.

The B-24, number "AM-927" rolled off San Diego assembly lines during war days and was immediately converted into an executive aircraft. It flew extensively in that capacity between the 13-plant network that was then Consolidated Vultee.

Shortly after the end of the war it was sold to Continental Can Co. It is now based at Morristown, N. J. B. B. Heath, the present pilot, indicated AM-927 amassed over 6,000 hours flying for Convair, while his company has added as many more hours since taking it over.

Convair actually had two B-24s operating out of San Diego. The other, "AL-610," carried passengers on a route that included San Diego, Fort Worth and Washington. It, too, was sold at the conclusion of the war.

AM-927 brought Gen. Lucius Clay, USA ret., president of Continental Can, to San Diego for a speech before local Red Cross workers.

Expansion of Testing Facilities At SD Seaplane Ramp Continues

Construction work on the initial phase of an extensive "face lifting" for the Convair San Diego seaplane ramp was scheduled to start this week.

The project includes five phases and will extend into 1960.

The initial program involves a two-story concrete test building to be located adjacent to the old canvas-sided hangar previously used for static testing and known to Convair people as the "Blue Goose."

Also slated for early consideration will be the pouring of two thick concrete slabs, one east and another south of the two-story structure, which will be covered at a later date.

Bids are due to be returned to Convair by March 12 and construction to start by the end of March on the erection of permanent walls for the "Blue Goose."

One unique feature of the new two-story building will be an elaborate data station connected by direct line to the electronic data machines in Bldg. 54, Plant 1. This will make possible rapid transmittal of data to processing centers.

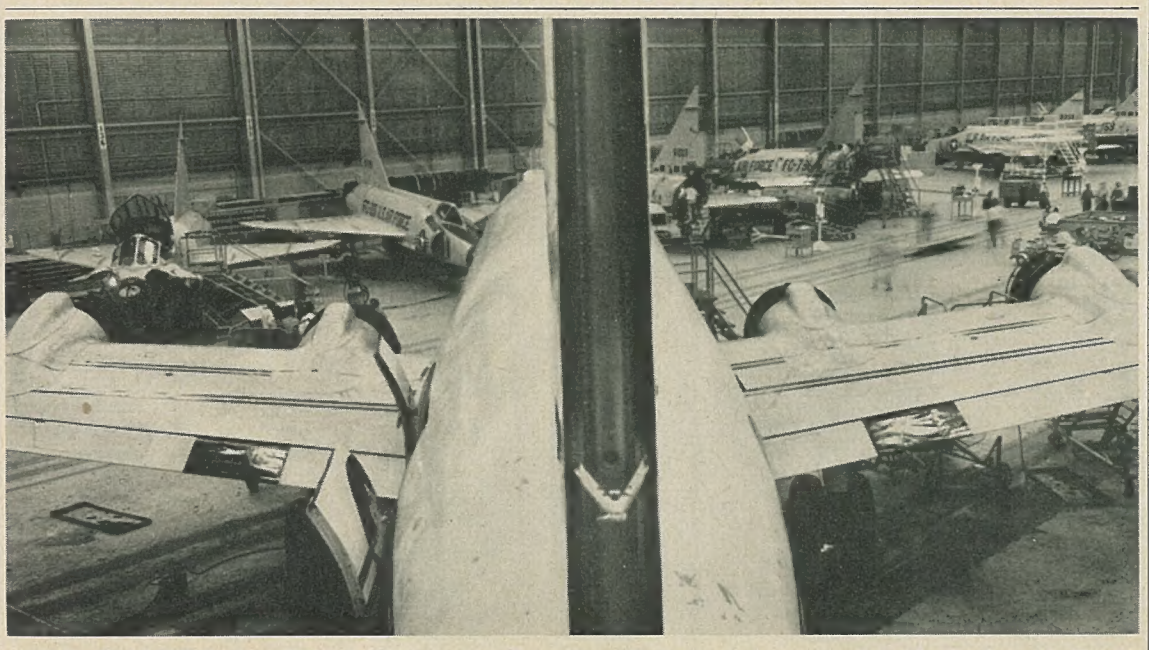
Build-up of the elaborate testing facilities at the seaplane ramp has extended over the past several years.

San Diego QC Section To Meet Next Week

Henceforth, business meetings of the San Diego Section of the American Society for Quality Control, which are held on the second Monday of each month, will convene regularly in the Lafayette Hotel.

Next meeting will be March 10 (6:30 p.m. dinner), when W. C. Hitt, assistant chief of quality control, Douglas Aircraft, will speak. Meetings are open to all Convair folk, whether members or not.

Gordon E. Briggs of SD Dept. 197-5 is chairman of the San Diego Section and Walter Hackett, SD Dept. 197-5, is treasurer. D. R. Archibald, Astronautics manager of quality control, and R. H. Gilliland, SD Division quality control manager, are program committee members.



TAIL-ON VIEW—Fort Worth Division is converting C-54s to air-sea rescue planes for Air Force. Pictured here tail-on is first to arrive at FW plant. Work includes major changes of interior and reworking of cockpit. In photo background are F-102As and TF-102As on modernization line.

Daingerfield Free Of Injury For Year

Convair Daingerfield is well into its second year of an injury-free safety record in which employees worked over 650,000 manhours without lost-time injuries.

Not included in this figure is some 50,000 manhours of injury-free time compiled at the plant by Navy personnel and others who are not Convair employees.

The division has had other long injury free periods, including the interval from September 28, 1953, to March 9, 1955. The one-year mark in the present unbroken safety record was reached Feb. 5.